



**MINUTES
TOWN COUNCIL
SPECIAL MEETING
December 15, 2025**

6:00 PM - Town Hall - Council Chambers
<https://youtube.com/live/Kue22Tmy30w>

1. ROLL CALL

Present: Linda Allegro, Gina Cekala, Robert Cressotti (arrived at 6:30PM), Carol Hall, Cynthia Mangini, Maya Matthews, Marie Pyznar, John Santanella, Lori Unghire, Zach Zannoni

Absent: Aaron Thomas

Also present were Town Manager, Matthew Coppler; Assistant Town Manager, Steve Bielenda; and Town Clerk, Sheila Bailey.

2. Snow Presentation

Director of Public Works delivered an update to the Town Council on the department's snow and ice control plan. Mr. Nunes informed the Council that the information is available to the public on their website. Mr. Nunes explained that after the last snowflake falls, it takes DPW five to seven hours to clear the roads. After the roads are cleared, they work on municipal buildings, schools, and sidewalks. Once that work is complete, the twenty-four-hour residential sidewalk clock begins. To avoid a citation, residents have twenty-four hours in which to clear their sidewalk.

In addition, parking bans are put in place whenever two or three inches of snow or more is predicted. Staff will reach out to Channel 3 and Channel 30 as well as town websites to let residents know of a parking ban. Mr. Nunes also reviewed the proper procedure for clearing sidewalks and driveways, as well as the town policy for mailbox replacement due to damage.

A copy of the presentation is appended to these minutes.

3. Roads 2026

Director of Public Works Donald Nunes, Assistant Town Engineer John Cabibbo, and Roads Engineer J.P. Rodriguez, reviewed the Roads 2026 Plan based upon Beta Group's Street Assessment Report using the Automated Lidar Inspection System. The Pavement Condition Index (PCI) is a numerical index between 0 (impassable) to 100 (newly paved) that is used to determine the condition of each road. Mr. Nunes reviewed the five PCI categories and stated that generally, any road rate fifty or under is in need of major work.

Mr. Nunes gave a progress report from the Roads 2021 Referendum. Fifteen of the thirty-

five roads completed (10.7 miles of road) were on their complaint list. There are still 1.32 miles of road (five roads) that have been contracted out to be completed and 1.77 miles (six roads) that are under design.

Engineering performed a cost analysis based upon information obtained from Beta Group's road assessment as well as engineering's complaint list and also identified roads that have not been addressed within the last twenty-five years. Mr. Nunes presented a draft plan for Roads 2026 by street and by Council District totaling a little over \$41M.

Mayor Cekala asked whether the town coordinates planned road work with the utility companies. Mr. Nunes confirmed that they do, which is one of the reasons why a five-year plan is important in order to coordinate. Mr. Cabibbo clarified that utility companies must make restoration to our roads through the permit process, depending upon the condition of the road. It is generally a two-step process to allow time for resettlement after the work is completed. Mr. Nunes clarified that contractors sometimes wait until they have completed work on several roads prior to completing the patches for greater efficiency.

Councilor Hall stated that the town has done an excellent job managing the work, which enables the residents to have more confidence when they see the improvements and will be more likely to support future road referendums. Ms. Hall asked if the town was able to start some of the preliminary planning and design in preparation for Roads 2026 to reduce the lag time. Mr. Cabibbo stated that some of the lag time is because voting takes place in November and the surveyors cannot complete their work properly with snow on the curbs. Town Manager Coppler clarified that some of the work could be completed earlier, but there is potential risk if the referendum isn't approved. Some of those roads would need to be completed at a future date using other funds, so the town could pay for some of these expenses through town funds.

Deputy Mayor Santanella confirmed that the town was spending approximately \$8M annually on roads paid by taking fifteen-year bonds. Due to cost increases, the \$8M will become approximately \$10M this year. Mr. Santanella asked how long it took to get from roads that are in good condition to poor condition and Mr. Nunes responded that if nothing was done, approximately fifteen years. Mr. Coppler stated that the Town Council will need to have discussions regarding goal setting and the timeline for potential projects and future referendums.

4. ADJOURNMENT

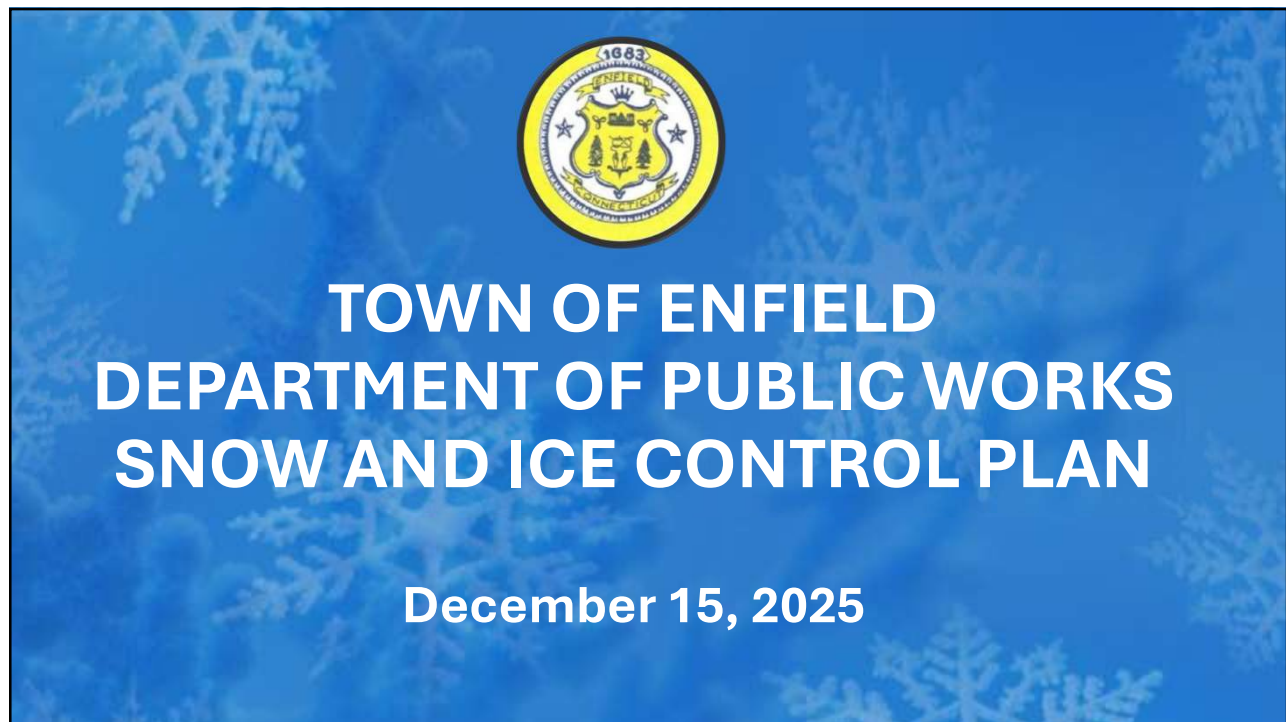
MOTION by: Linda Allegro, seconded: John Santanella to adjourn.

Upon a **SHOW OF HANDS** vote being taken, the Chair declared the **MOTION** adopted

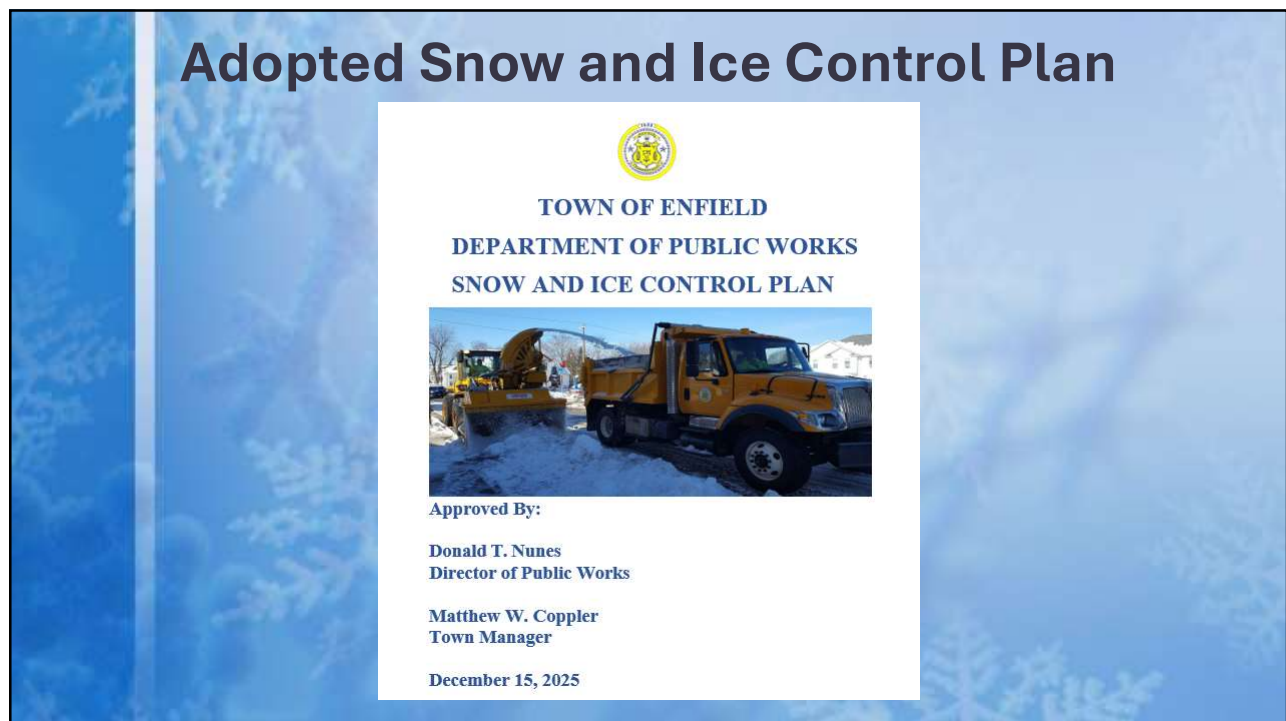
unanimously, and the meeting stood adjourned at 6:50PM pm.

Respectfully submitted,

Sheila M. Bailey, Town Clerk
Clerk of the Council



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Adopted Snow and Ice Control Plan

- › GOAL OF SNOW AND ICE CONTROL PLAN OPERATIONS
- › STATEMENT OF OBJECTIVES
- › **FORECASTING**
- › MOBILIZATION
- › SNOW AND ICE CONTROL PLAN PROCEDURES
- › BUILDING AND GROUNDS
- › CUSTODIAL SERVICE
- › CITATION TICKET
- › **SIDEWALK SNOW REMOVAL**
- › **PARKING BAN**
- › **SNOW EVENT NOTIFICATION LOG**
- › **AUTHORIZED PARKING LOTS**
- › **HOW RESIDENTS CAN HELP**
- › **PRIVATE DRIVEWAYS POLICY**
- › RESIDENTIAL SAND BARREL LOCATIONS
- › **ROADS NOT MAINTAINED BY ENFIELD**
- › **PLOW TRUCKS WITH RAISED PLOWS**
- › **MAILBOX REPLACEMENT POLICY**
- › PUBLIC RIGHT-OF-WAY
- › SNOW AND ICE CONTROL PLAN
- › SAFETY RESTORATION AND CLEANUP OPERATIONS (SNOW REMOVAL)
- › HIGHWAY TRUCK ROUTE LIST
- › BUILDING AND GROUNDS PLOW ROUTES
- › BUILDING AND GROUNDS SNOW REMOVAL - SIDEWALKS & BUS STOPS
- › SNOW & ICE CONTROL DEFINITIONS
- › GLOSSARY OF SNOW AND ICE CONTROL TERMS
- › SNOW PLOWING TERMS
- › ICE CONTROL MATERIALS TERMS
- › OPERATIONAL PROCEDURE TERMS
- › MATERIAL SPREADER TERMS
- › PAVEMENT CONDITION TERMS
- › WINTER WEATHER TERMS
- › TOWN ATTORNEY MEMO
- › ORDINANCE REFERENCE

The revised plan is filled with valuable information for residents that go into detail of DPW's total snow and ice control operations.

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Forecasting

powered by **DTN** Transportation Edition

Hour	Sat 2100	Sat 2200	Sat 2300	Sun 0000	Sun 0100	Sun 0200	Sun 0300	Sun 0400	Sun 0500	Sun 0600	Sun 0700	Sun 0800	Sun 0900	Sun 1000	Sun 1100
Weather Condition															
Weather	Cloudy	Cloudy	Snow Possible	Snow Possible	Snow Possible	Snow Likely	Snow Likely	Snow Likely	Snow Likely	Snow Likely	Snow Likely	Snow Likely	Snow Likely	Snow Likely	Snow Possible
Cloud Cover Percentage (%)	95	94	94	95	96	96	96	97	96	96	97	97	95	92	86
Temperature (°F)	29	29	28	28	28	27	26	25	25	24	23	23	24	25	25
Feels Like (°F)	23	23	21	23	22	22	20	19	18	17	16	15	15	16	14
Wet Bulb Globe (°F)	26.0	26.0	25.0	25.0	25.0	24.0	23.0	23.0	22.0	22.0	21.0	20.0	21.0	21.0	21.0
Dew Point (°F)	21	21	20	20	19	18	18	18	17	16	16	14	13	11	10
Humidity (%)	72	72	72	72	69	69	72	75	72	71	74	68	63	55	53
Heat Index (°F)	29	29	28	28	28	27	26	25	25	24	23	23	24	25	25
Wind Chill (°F)	23	23	21	23	22	22	20	19	18	17	16	15	15	16	14
Wind Direction	SW	WSW	W	W	WNW	NW	NW	NW	NW	NNW	NNW	NW	NW	NW	NW
Wind Speed (mph)	6	6	6	4	5	4	5	5	6	6	6	6	7	8	11
Wind Gusts (mph)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Precipitation Chance (%)	0	0	31	37	47	54	62	66	65	72	69	70	68	61	47
Precipitation Type	-	-	Wet Snow	Wet Snow	Wet Snow	NRM Snow	NRM Snow	NRM Snow	NRM Snow	NRM Snow	NRM Snow	NRM Snow	NRM Snow	NRM Snow	NRM Snow
Precipitation Amount (in.)	0.0	0.0	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Snow Amount (in.)	0.0	0.0	0.1	0.11	0.11	0.12	0.12	0.13	0.13	0.14	0.14	0.15	0.14	0.14	0.14
Ice Amount (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

The Town of Enfield utilizes four (4) systems of weather forecasting and information regarding the progress of storms

1. DTN Weather Sentry, a web-based weather forecasting which provides 72 hours of hour-by-hour forecasting with precipitation, snow total predictions and a 5-minute radar loop
2. Internet weather sites
3. Cable and local news weather channels
4. Notifications through the State Department of Emergency Management and Homeland Security

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Sidewalk Snow Removal

- DPW determines the end time of each snow and ice event
- DPW sets the 24-hour sidewalk clock
- Residents must clear all sidewalks before the end of the 24 hours
- A citation maybe issued if complaints are received through SeeClickFix and Building & Grounds have to remove the snow

No. **CITATION**
NOTICE TO OWNER/OCCUPANT/VIOLATOR
OF TOWN ORDINANCE VIOLATION – ENFIELD, CT

Name _____
 Address _____
 Date _____ Time _____
 Violation Location _____
 Removal Method _____

You are hereby cited with violating:
GENERAL TYPE OF CODE VIOLATION (PLEASE CHECK)
☐ Failure to Remove Snow
☐ Failure to Remove Ice
☐ Failure to Clear from Fire Hydrant
☐ Throwing of Snow into Street

Pursuant to Section 74, Article IV, of the Code of the Town of Enfield you are being fined \$75 and additional labor fees for snow/ice removal as follows:

First Offense: \$1/linear foot Repeat Offense: \$2/linear foot
 _____ feet _____ feet

TOTAL AMOUNT DUE: \$75 + _____ = _____

Issuing Official ID# _____

You must pay the above fine immediately by mailing a check or money order (NO CASH) made payable to the Town of Enfield, and sent to Enfield Town Hall, Collector of Revenue, 820 Enfield Street, Enfield, CT 06082. You may contest your liability before a hearing officer by delivering in person or by mail written notice to Enfield Town Manager, 820 Enfield Street, Enfield CT 06082. If you fail to pay the fine or make written demand for a hearing, an assessment and lien upon your property for all fines and associated costs may be made.

RESPONSIBILITY FOR RECEIPT OF PAYMENT OR REQUEST FOR HEARING RESTS WITH THE VIOLATOR.

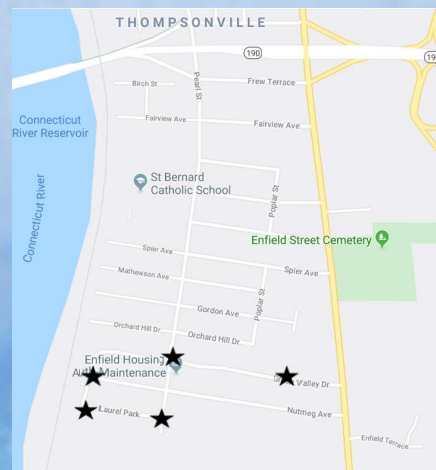
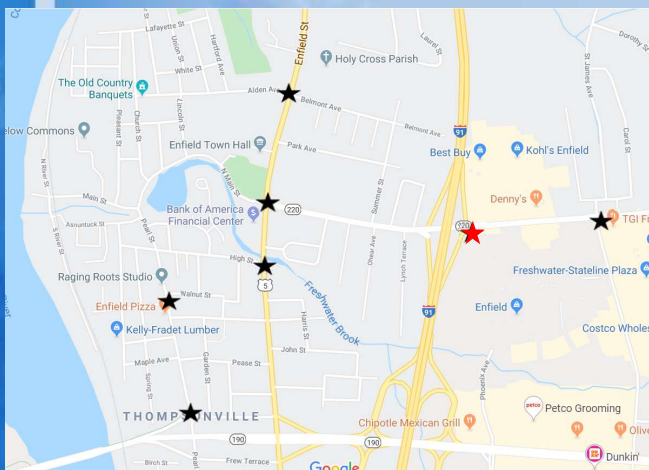
Storm Clock End Time and Date _____

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Parking Ban and Blue Lights



Parking bans are put in place when two to three inches or more of snow are “PREDICTED.” NOTE: there are times when the weather forecast is inaccurate. DPW will always operate as if the forecast is accurate. This is for the safety of the Town of Enfield. Parking bans are enforced under the Town of Enfield Code of Ordinances Sections 82-62 and 82-63.



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Snow Event Notification Log

STORM DATE		STORM NAME (IF ANY):		
START DATE/TIME				
END DATE/TIME				
PARKING BAN START	DATE	TIME	INITIALS	Responsibility (1,2,3,4,etc)
CHANNEL 3				LA, RH, PK
CHANNEL 30				LA, RH, PK
WTIC				LA, RH, PK
NOTIFY ME				LA, RH, PK
Alert				LA, RH, PK
DPW TWEET				LA, RH, PK
Info Line				LA, RH, PK
Town Facebook				email Cheryl Eckenroth, cc: Becky, Lois,
E-TV				LA, RH, PK
PARKING BAN STOP	DATE	TIME	INITIALS	
WEBSITE				Will be scheduled to come off website one (1) hour after posted end of ban
DPW TWEET				LA, RH, PK
Info Line				LA, RH, PK
Town Facebook				call Cheryl Eckenroth
E-TV				Will automatically come off
SIDEWALK CLOCK START	DATE	TIME	INITIALS	
TOWN WEBSITE				TT, RG
Alert				TT, RG
Notify Me				TT, RG
Town Facebook				call Cheryl Eckenroth
SIDEWALK CLOCK STOP	DATE	TIME	INITIALS	
TOWN WEBSITE				Putting text back on clock page that says "CLOCK HAS NOT BEGUN..."
				TT, RG

Legend:
 Assistant Director
 FL Solid Waste Crew Leader
 LA Solid Waste Admin
 DN Public Works Director
 PK Highway Crew Leader
 LS Building & Ground Admin
 RG Facilities Manager
 RH Highway Admin
 TT Building & Grounds Crew Leader

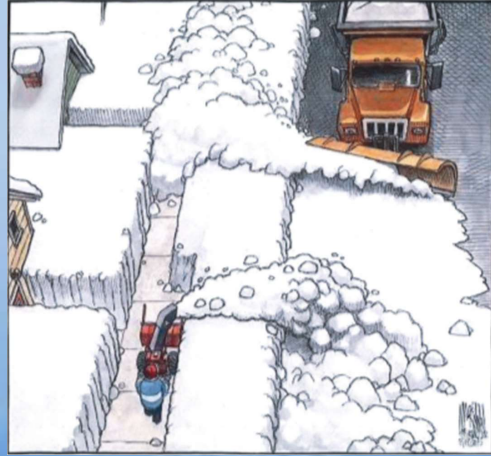
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How Residents Can Help

- All residents and snow removal contractors are reminded that the blowing, throwing, or plowing of snow into a public street or way is a violation of Town of Enfield **Code of Ordinances Section 74-102.**

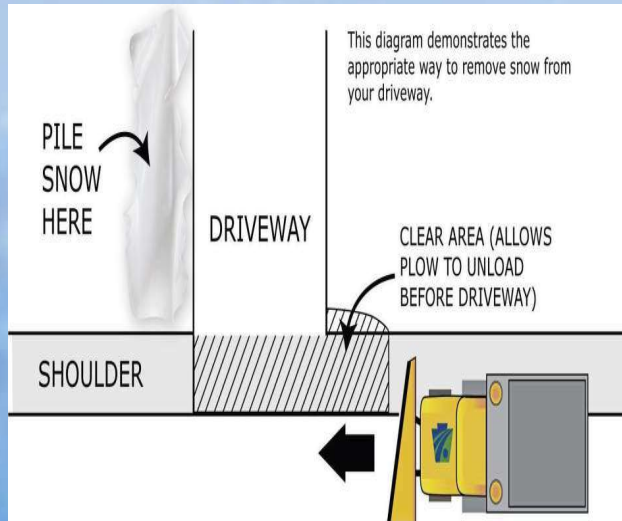


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Private Driveway Policy

Town snow removal crews do not clear private driveways or driveway entrances of accumulated snow.

- › Snow should be plowed or shoveled to the right side of the driveway as you are facing the road.
- › Eliminate snow piles at the driveway entrance whenever possible.
- › Do not push snow out onto roads at anytime.



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Roads not Maintained by DPW

› There are several streets in the Town of Enfield that are the responsibility of the State of Connecticut DOT

- BROAD BROOK ROAD (RT 191)
- ELM STREET (RT 220) RT 5 to Walgreens
- ENFIELD STREET (RT 5)
- FRANKLIN STREET (RT 514)
- FREW TERRACE (RT 515)
- HAZARD AVENUE (RT 190)
- NORTH MAPLE STREET (RT 192)
- SHAKER ROAD (RT 220)
- TAYLOR ROAD (North of Shaker Road heading towards East Longmeadow)
- DEPOT HILL ROAD (RT 510)

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Plow Trucks With Raised Plows

› A truck with a raised plow does not always mean the driver has completed that area. A plow truck can be driving with the plow up for many reasons, they may be:

- Returning for fuel or vehicle service,
- Returning for salt,
- It is quicker to get back to their assigned areas, and/or
- Responding to a call to assist Emergency Services, i.e., police, fire, EMS and/or school district transportation.

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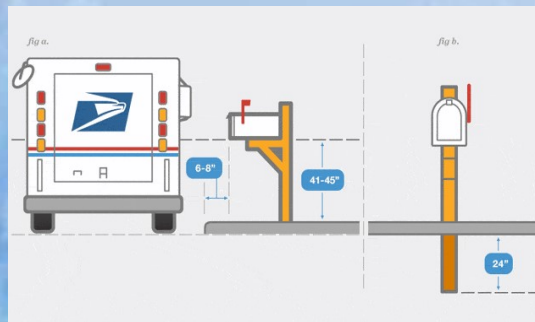
MAILBOX POLICY

- › IF A MAILBOX OR POST IS PUSHED OVER OR DAMAGED AS A RESULT OF SNOW OR SLUSH COMING OFF THE SNOWPLOW, IT IS CONSIDERED A WINTER HAZARD AND THE TOWN WILL NOT REPAIR OR REPLACE THE MAILBOX OR POST.
- › *This is consistent with other municipalities policies*
- › The following procedures and practices will occur by DPW once a mailbox complaint is received:
 - Homeowners must notify the DPW at (860) 763-7527 within seven (7) days from the date of the storm to be eligible for repair or replacement,
 - The incident will be added to the winter inspection/repair list,
 - Inspection of the physical condition of box and/or post. If it was physically struck, it will be obvious,
 - Inspection of mailbox and post to determine cause of damage (photo document when possible),
 - Inspector must check if operator who plowed that route called in the “**strike**,”
 - Inspector will determine who is at fault (improper installation of mailbox, or plow operator error), and
 - Following investigation, the mailbox or post will be repaired or replaced **if it was determined the plow operator was at fault**. In some cases, the permanent work may need to be delayed until weather permits proper installation/repair.

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Mailbox Policy

It is very uncommon that a mailbox is directly contacted with snow removal equipment, if the mailbox and post meet the guidelines established by the United States Postal Service. Town of Enfield mailboxes must meet the guidelines established by the U.S. Postal Service.
<https://www.usps.com/manage/mailboxes.htm>.

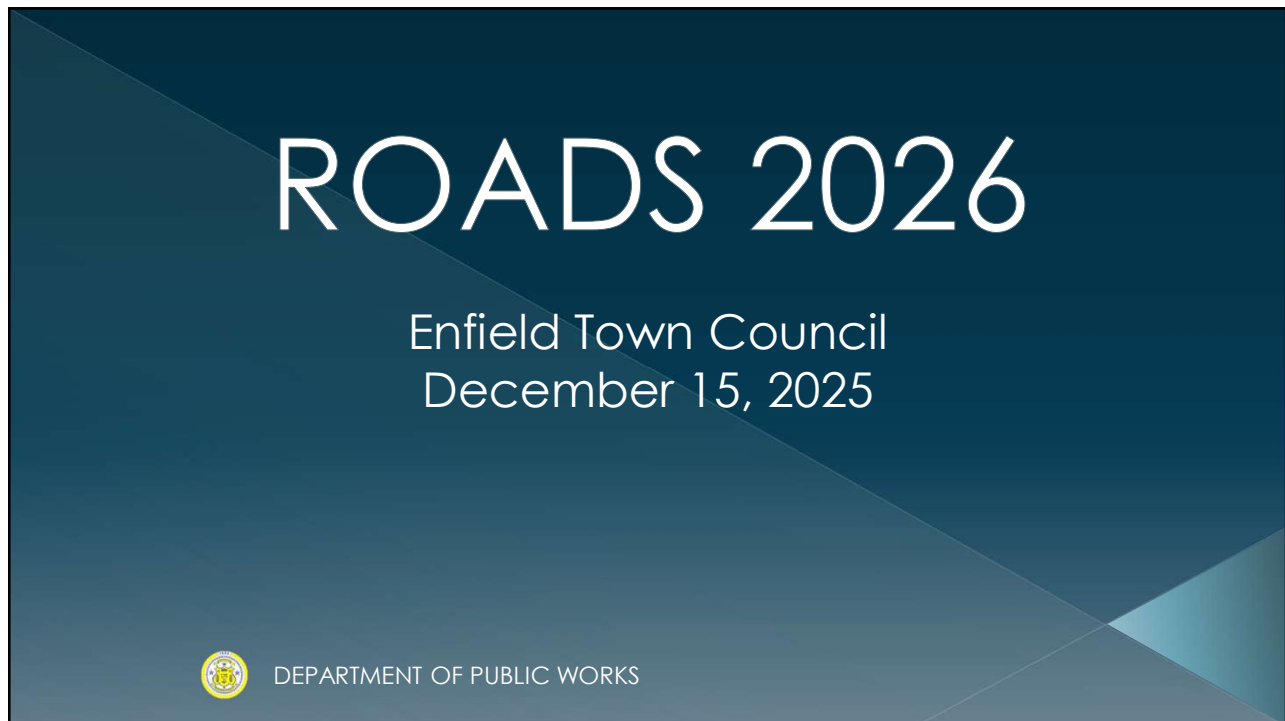


EXPENSIVE DECORATIVE AND SPECIALTY MAILBOXES ARE NOT REQUIRED AND THEREFORE THE FINANCIAL RESPONSIBILITY WILL NOT BE BORNE BY THE TOWN OF ENFIELD

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DPW TEAM

TOWN OF ENFIELD

Donald T. Nunes, MLA – Director of Public Works

John Cabibbo, PE – Assistant Town Engineer

J.P. Rodriguez, MBA – ROADS Engineer

BETA GROUP INC

Anthony J. Garro – Senior Vice President



DEPARTMENT OF PUBLIC WORKS

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AGENDA

- Introduction
- Pavement Management Program
- Road Referendum History
- ROAD 2021 Progress Report
- Cost Analysis
- Methodology
- ROADS 2026 Draft Referendum
- ROADS 2026 Projected Cost
- Closing Comments



DEPARTMENT OF PUBLIC WORKS

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INTRODUCTION

- THE TOWN HAS WORKED WITH VANASSE HANGEN BRUSTLIN, VHB, FROM 1999-2021, TO PRODUCE A PAVEMENT MANAGEMENT PROGRAM.
- FOR THE ROADS 2026, BETA GROUP INC. HAS PRODUCED THE STREET ASSESSMENT REPORT USING THE AUTOMATED LIDAR INSPECTION SYSTEM.
- FOR YOUR CONSIDERATION, DPW-ENGINEERING OFFICE HAS PUT TOGETHER A PROPOSED STREET LIST FOR YOUR CONSIDERATION.



DEPARTMENT OF PUBLIC WORKS

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PAVEMENT MANAGEMENT

PCI: PAVEMENT CONDITION INDEX

A NUMERICAL INDEX BETWEEN 0 (IMPASSABLE) AND 100 (NEWLY PAVED) THAT IS USED TO INDICATE THE GENERAL CONDITION OF A PAVEMENT.

- PCI 92-100: NO MAINTENANCE REQUIRED
- PCI 80-92: ROUTINE MAINTENANCE (CRACKSEAL)
- PCI 65-80: PREVENTATIVE MAINTENANCE (THIN OVERLAY/CHIP SEAL)
- PCI 50-65: MINOR REHABILITATION (MILL&OVERLAY)
- PCI 0-50: MAJOR REHABILITATION (FULL DEPTH RECONSTRUCTION/RECLAMATION)



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PAVEMENT MANAGEMENT

PCI: 33 – MAJOR REHABILITATION



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PAVEMENT MANAGEMENT

PCI: 65 – MINOR REHABILITATION



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PAVEMENT MANAGEMENT

PCI: 88 – ROUTINE MAINTENANCE

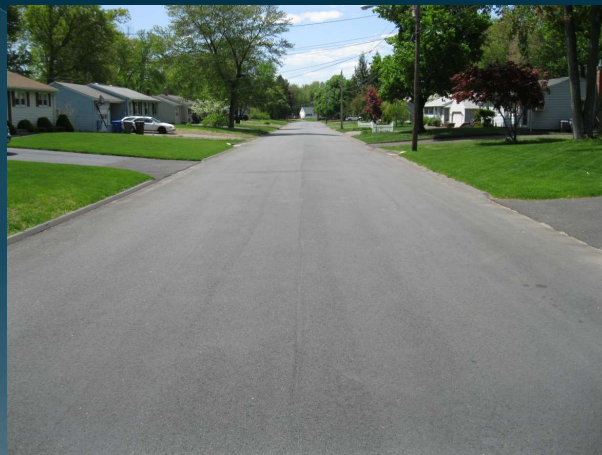


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PAVEMENT MANAGEMENT

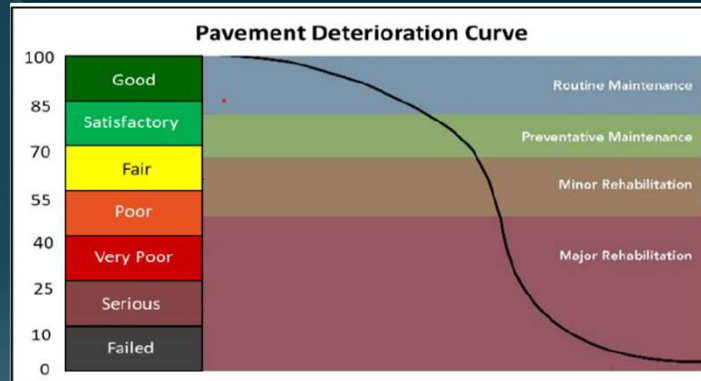
PCI: 100 – NO MAINTENANCE



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PAVEMENT MANAGEMENT



TYPICAL PAVEMENT DETERIORATION CURVE



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PAVEMENT MANAGEMENT

PAVEMENT MANAGEMENT APPROACH

- BETA GROUP PERFORMED THE ROAD ASSESSMENT USING THE AUTOMATED LIDAR INSPECTION SYSTEM.
- BETA ANALYZED DATA FROM THE LIDAR REPORT
- ENGINEERING COMPILED A PROGRAM STREET LIST FROM THE COMPLAINT LIST AND ROADS THAT HAVE NOT BEEN ADDRESSED IN THE LAST 25 YEARS
- ENGINEERING PERFORMED COST ANALYSIS OF CURRENT PROGRAM TO USE FOR THE PROJECTED COST OF THE PROPOSED PROGRAM



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ROAD REFERENDUM HISTORY

ROADS 2000, 2005, 2010, 2015, 2021 REVIEW

ROADS 2000 - \$21.6M – 24.1 MILES RECONSTRUCTION
13.5 MILES PRESERVATION

ROADS 2005 - \$24.0M – 13.9 MILES RECONSTRUCTION
1.0-MILE PRESERVATION

ROADS 2010 - \$27.5M – 12.2 MILES RECONSTRUCTION
28.6 MILES PRESERVATION

ROADS 2015 - \$60M – 32.7 MILES RECONSTRUCTION
10.3 MILES PRESERVATION

ROADS 2021 - \$30M – 14.47 MILES RECONSTRUCTION
2.43 MILES PRESERVATION

TOTAL PROGRAM - \$163.1M – 97.37 MILES RECONSTRUCTION
55.83 MILES PRESERVATION



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ROAD REFERENDUM HISTORY

HISTORICAL EXPENDITURES

	HISTORICAL EXPENDITURES					
	2000	2005	2010	2015	2021	Total
FUNDS (M)	21.6	24	27.5	60	20.6	153.7
*MILES	30.2	14.5	29.36	38.88	10.7	123.64
COST/LF	127.00	313.00	177.00	292.00	364.00	255 (AVG)

*NOTE: THE PAVEMENT PRESERVATION MILES HAVE BEEN CONVERTED TO FULL RECONSTRUCTION MILES USING A FACTOR OF 60% TO ACCOUNT FOR THE DIFFERENCE BETWEEN FULL RECONSTRUCTION COSTS AND PAVEMENT PRESERVATION COSTS.

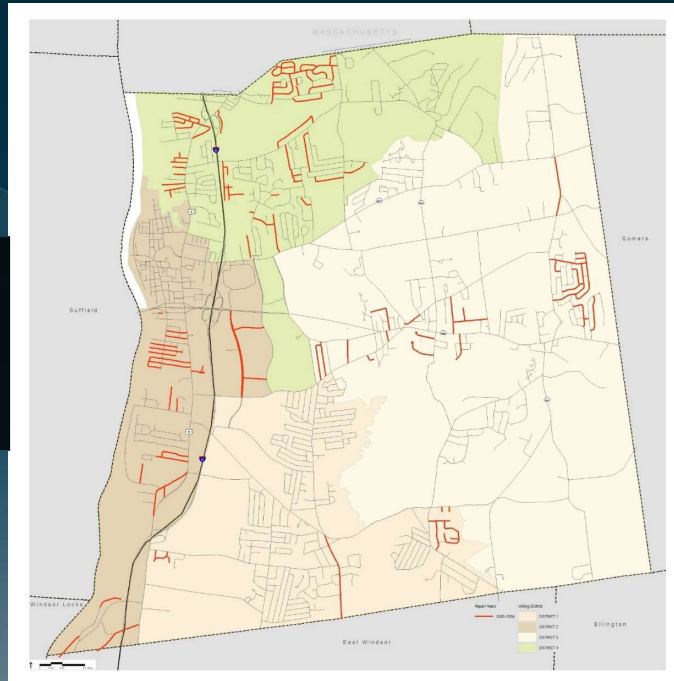


DEPARTMENT OF PUBLIC WORKS

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ROADS PROGRAM

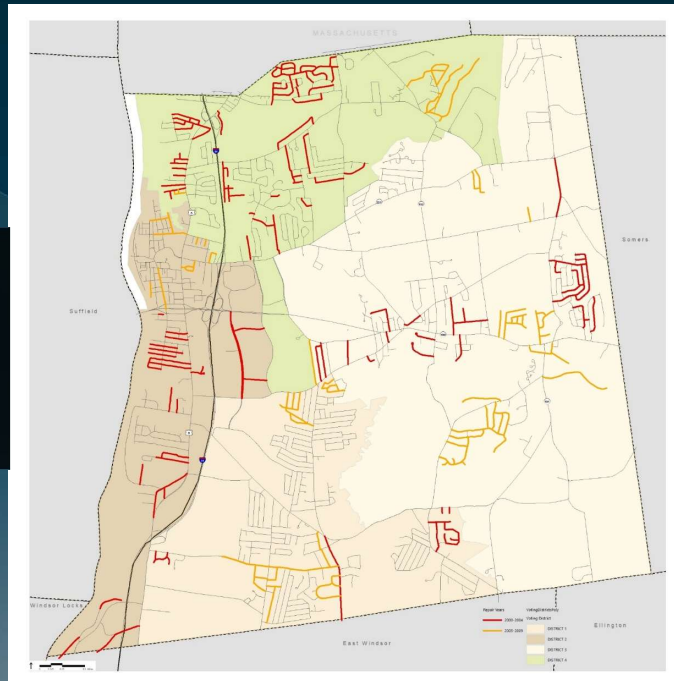
2000
(2000-2004)



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ROADS PROGRAM

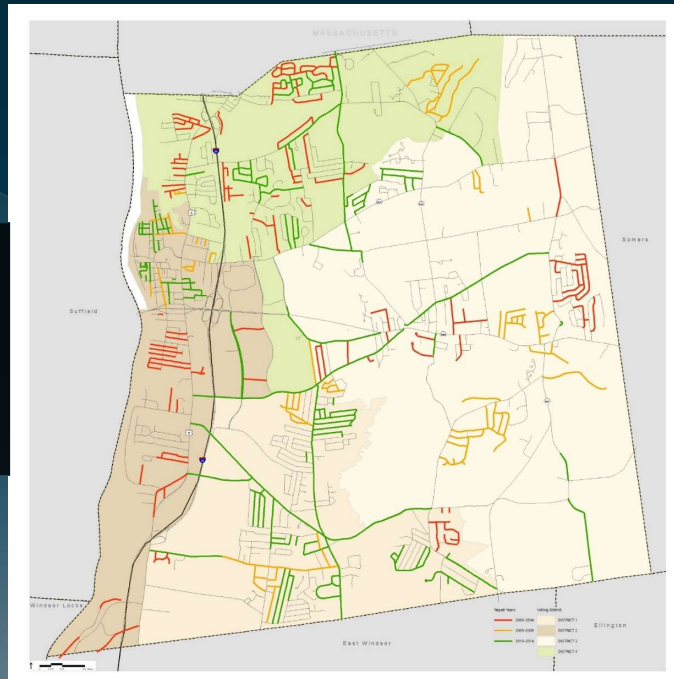
2000 & 2005
(2000-2009)



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ROADS PROGRAM

2000,2005,2010
(2000-2014)



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ROADS PROGRAM

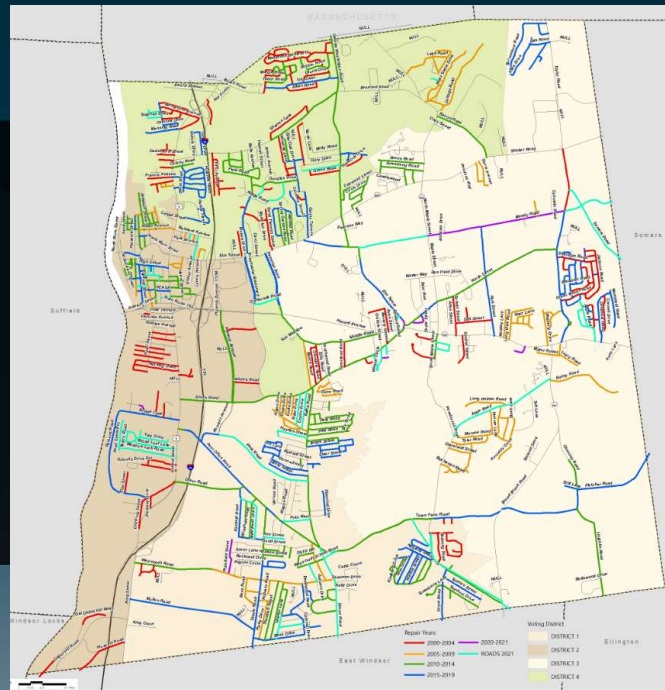
2000,2005,2010,2015
(2000-2019)



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ROADS

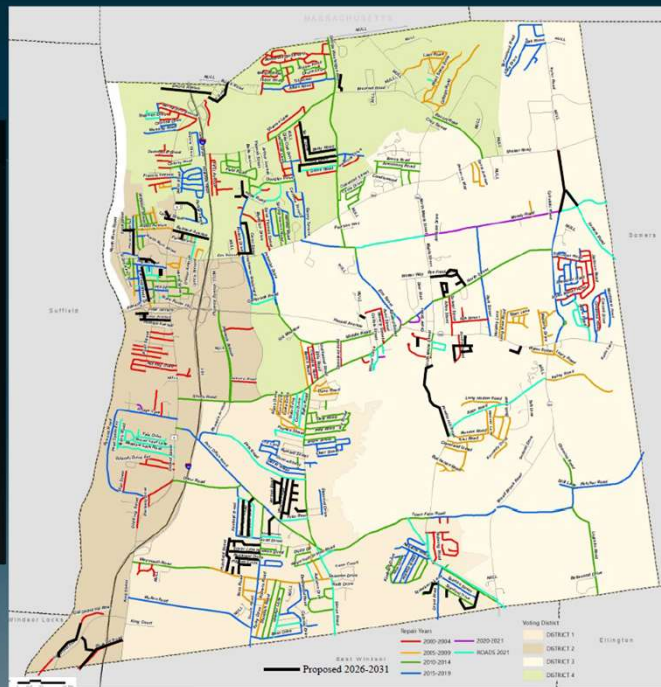
2000
2005
2010
2015
2021
(2000–2026)



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ROADS

2000
2005
2010
2015
2021
2026



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ROADS 2021 PROGRESS REPORT

COMPLETED STREETS – 10.7 Miles

*ABBE RD	MC CONN AVE	SIMON ROAD
ANN ST	*MEADOWLARK RD	*STEPHEN DR
*ALOHA DR	MIDDLESEX DR	STORRS RD
*ARBOR RD	MOODY RD	SULLIVAN AVE
*BELL ACRE	OAK AVE	TRINITY DR
*CHERYL DR	PEARL ST EXT	*WALNUT ST
CRANBROOK BLVD	POST RD	WALLOP SCHOOL RD
*EDMUND LN	*POWDER RDIGE RD	*WEBSTER RD
GARFIELD ST	*PRIOR RD	*WEYMOUTH SCHOOL RD
GRANT ST	PUTNAM DR	*YALE DR
HIGH ST	QUAKER LN	*YALE CT
HILLYER DR	*ROSEANNE ST	

* STREETS FROM THE COMPLAINT LIST



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ROADS 2021 PROGRESS REPORT

CONTRACTED STREETS - 1.32 Miles

*BROADLEAF LN, HARRISON AVE, *SUMMER ST, *RIDGE RD & *HOLLY LN

STREETS UNDER DESIGN – 1.77 Miles

*WILSTAR CIR, *MARTIN TERR, HOMESTEAD DR, *HAYNES ST, *CONLIN DR, *SIDOR DR

* STREETS FROM THE COMPLAINT LIST



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ROADS 2021 EXPENDITURES TO DATE

	COST PER YEAR					
Year	2022	2023	2024	2025	2026	Total
DESIGN	\$ 282,105.00	\$417,892	\$648,792	\$227,926	-	\$1,576,715
INSPECTION	-	\$241,166	\$330,998	\$475,864	-	\$1,048,029
CONSTRUCTION	-	\$4,648,715	\$5,969,945	\$7,395,310	-	\$18,013,969
Year Total	\$ 282,105.00	\$5,307,773	\$6,949,735	\$8,099,100	-	\$20,638,713



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ROAD 2026 COST ANALYSIS

PROJECTED COST/LINEAR FOOT FROM COMPLETED CONTRACTS

	COST					
Year	2022	2023	2024	2025	2026	Total
DESIGN	\$ 282,105.00	\$417,892	\$648,792	\$227,926	-	\$1,576,715
INSPECTION	-	\$241,166	\$330,998	\$475,864	-	\$1,048,029
CONSTRUCTION	-	\$4,648,715	\$5,969,945	\$7,395,310	-	\$18,013,969
Year Total	\$ 282,105.00	\$5,307,773	\$6,949,735	\$8,099,100	-	\$20,638,713

PROJECTED COST/LINEAR FOOT FROM COMPLETED CONTRACTS

$\$20.7\text{M}/10.7\text{M} \times 5280 = \$367/\text{FT}$ PLUS 20% INFLATION PLUS POLICE DETAIL,
WE ESTIMATE \$450/LF



DEPARTMENT OF PUBLIC WORKS

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METHODOLOGY

- DESIGNED ROAD LIFE FOR FULL-DEPTH RECONSTRUCTION IS APPROXIMATELY 20 YEARS
- UTILIZE 2025 PAVEMENT MANAGEMENT REPORT
- ADDRESS COMPLAINT LIST STREETS
- ADDRESS STREETS WHICH HAVE NOT BEEN IMPROVED IN THE LAST 25 YEARS
- WORK TO COMPLETE STREETS WITHIN NEIGHBORHOODS
- DISTRIBUTE THE WORK EVENLY IN EACH VOTING DISTRICT



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ROADS 2026 DRAFT PROGRAM

DISTRICT 1 STREETS

DISTRICT	STREET	FROM	TO	FEET	ESTIMATED COST
1	CARRIAGE DR	POST RD	WAGON RD	2,230	\$ 1,003,500
1	COPPER DR	STEELE RD	PLAINFIELD ST	945	\$ 425,250
1	CUTTER LN	CARRIAGE RD	CUL DE SAC	325	\$ 146,250
1	DEERFIELD CIR	WEYMOUTH RD	CUL DE SAC	486	\$ 218,700
1	FARMSTEAD CIR	RAFFIA RD	CUL DE SAC	660	\$ 297,000
1	LITCHFIELD DR	MIDDLESEX DR	TOLLAND RD	2,061	\$ 927,450
1	LOUISE DR	POST OFFICE RD	ANN ST	1,225	\$ 551,250
1	OVERHILL RD	POST RD	VERNON RD	1,435	\$ 645,750
1	PATRIOT CIR	COPPER DR	CUL DE SAC	301	\$ 135,450
1	PILGRIM CIR	PIONEER DR	CUL DE SAC	580	\$ 261,000
1	PIONEER DR	WEYMOUTH RD	SILVER LN	1,352	\$ 608,400
1	PLAINFIELD ST	WEYMOUTH RD	DEAD END	1,954	\$ 879,300
1	ROCKLAND DR	STEELE RD	CUL DE SAC	1,479	\$ 665,550
1	SILVER LN	STEELE RD	PLAINFIELD ST	1,850	\$ 832,500
1	STAGE RD	CARRIAGE RD	DEAD END	230	\$ 103,500
1	SURREY LN	CARRIAGE RD	CUL DE SAC LOOP	527	\$ 237,150
1	VERNON RD	WAGON RD	OVERHILL RD	2,073	\$ 932,850
1	WAGON RD	POST RD	PRIOR RD	2,425	\$ 1,091,250
1	WINDHAM RD	TOLLAND DR	POST OFFICE RD	2,325	\$ 1,046,250
				24,463	\$ 11,008,350
			DISTRICT 1 MILES	4.63	



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ROADS 2026 DRAFT PROGRAM

DISTRICT 2 STREETS

DISTRICT	STREET	FROM	TO	FEET	ESTIMATED COST
2	*PLEASANT ST	MAIN ST	WHITWORTH ST	1,427	\$ 642,150
2	BELMONT AV	ENFIELD ST	SUMMER ST	1,379	\$ 620,550
2	BIRCH ST	DEAD END	SPRING ST EXT	665	\$ 299,250
2	BURNS AV	KELLER CT	HIGH ST	554	\$ 249,300
2	CARPET ST	ENFIELD ST	DEAD END	512	\$ 230,400
2	CENTRAL ST	PEARL ST	HIGH ST	1,096	\$ 493,200
2	FAIRVIEW AV	ENFIELD ST	DEAD END	1,814	\$ 816,300
2	OLD ABBE RD	RTE 510	PLEASANT RD	1,764	\$ 793,800
2	OLD DEPOT HILL RD	DEPOT HILL RD	1480' N OF RTE 510	3,346	\$ 1,505,700
2	PARKER ST	ENFIELD ST	LAUREL ST	1,967	\$ 885,150
2	PEARL ST	FRANKLIN ST	HIGH SCHOOL	3,946	\$ 1,775,700
2	PLEASANT RD	KING ST	EAST WINDSOR	2,807	\$ 1,263,150
2	SANFORD AV	CARPET ST	CUL DE SAC	434	\$ 195,300
2	SPRING ST EXT	FAIRVIEW AV	BIRCH ST	332	\$ 149,400
2	WALLACE ST	HIGH ST	CENTRAL ST	358	\$ 161,100
2	WARRINER AV	BELMONT AV	DEAD END	456	\$ 205,200
2	WHITWORTH ST	CHURCH ST	WEST ST	835	\$ 375,750
2	WILLIAM ST	PARKER ST	WILLAM ST EXT	353	\$ 158,850
2	WILLIAM ST EXT	WILLIAM ST	ENFIELD ST	337	\$ 151,650
				24,382	\$ 10,971,900
DISTRICT 2 MILES				4.62	



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ROADS 2026 DRAFT PROGRAM

DISTRICT 3 STREETS

DISTRICT	STREET	FROM	TO	FEET	ESTIMATED COST
3	*HIGH MEADOW LN	NORTH ST	RYEFIELD DT	1,883	\$ 847,350
3	*OLDFIELD FARM	HAZARD AV	DEAD END	875	\$ 393,750
3	*RYEFIELD DR	NORTH MAPLE ST	HIGHMEADOW LN	1,589	\$ 715,050
3	*VALLEY VIEW CR	HIGH MEADOW LN	CUL DE SAC	384	\$ 172,800
3	ASTRA ST	STARDUST DR	DEAD END	449	\$ 202,050
3	EDGEHILL ST	SOUTHVIEW ST	DEAD END	444	\$ 199,800
3	GLEN ARDEN LN	HAZARD AV	CUL DE SAC	832	\$ 374,400
3	GORDON LN	COOPER ST (S)	COOPER ST N	1,196	\$ 538,200
3	HAMILTON CT	NORTH ST	HAMILTON CT LOOP	1,481	\$ 666,450
3	JEWEL ST	ABBE RD	STARDUST ST	2,137	\$ 961,650
3	POWDER HILL RD	SOUTH MAPLE ST	ABBE RD	4,524	\$ 2,035,800
3	RIDGEFIELD RD	COOPER ST	DEAD ENDS	2,147	\$ 966,150
3	SOMERS RD	TAYLOR RD	MOODY RD	1,157	\$ 520,650
3	STRAWBERRY LN	GRANT RD	CUL DE SAC LOOP	1,338	\$ 602,100
3	TAYLOR RD	MOODY RD	SHAKER	3,494	\$ 1,572,300
				23,930	\$ 10,768,500
DISTRICT 3 MILES				4.53	



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ROADS 2026 DRAFT PROGRAM

DISTRICT 4 STREETS

DISTRICT	STREET	FROM	TO	FEET	ESTIMATED COST
4	*FALCON CREST	RIDGE RD	CUL DE SAC	456	\$ 205,200
4	*SWORD AV	ENFIELD ST	DEAD END	2,710	\$ 1,219,500
4	*VARNO LN	2260' S OF BRAINARD RD	GEORGE WASHINGTON RD	4,025	\$ 1,811,250
4	BETTY RD	GEORGE WASHINGTON RD	VARNO LN	2,681	\$ 1,206,450
4	CAROL ST	RIVIERA	ST JAMES ST	2,592	\$ 1,166,400
4	DEBBIE LN	BRAINARD RD	CUL DE SAC	1,101	\$ 495,450
4	GARY RD	GEORGE WASHINGTON RD	ALOHA DR	2,499	\$ 1,124,550
4	RIDGE RD	ST JAMES ST	CUL DE SAC	1,041	\$ 468,450
4	ROY ST	ELM AV	WILLARD ST	1,330	\$ 598,500
4	WILLARD AV	ENFIELD ST	ROY ST	529	\$ 238,050
DISTRICT 4 MILES				18,964	\$ 8,533,800
				3.59	

PROJECTED COST/LINEAR FOOT FROM COMPLETED CONTRACTS

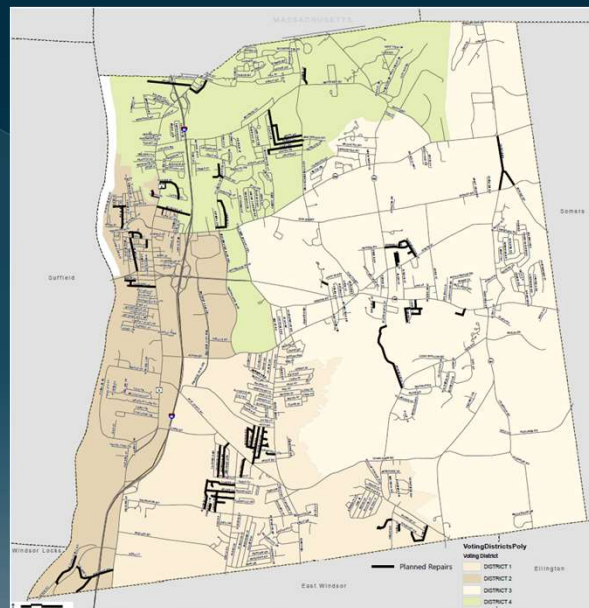
Total Road Linear Feet	91739	
Total Road Miles	17.37	\$ 41,282,550



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ROADS 2026 DRAFT PROGRAM



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CLOSING COMMENTS

- During the last 25 years, tremendous improvements have been made to the roads of the Town of Enfield. Approximately 153 miles have been improved, accounting for 83% of the Town's total streets. Our Town is often regarded as the Gold Standard for road rehabilitation.
 - The great success has been achieved due to the forward thinking of the Town Council Members, the Town Managers, and the residents who voted for the programs. The road improvements will save the Town money in the future because the previously reconstructed roads have good base materials and will not require full base rehabilitation for many years.
 - 17% of the roads are now past their useful life, plus the roads that were done in 2000 & 2005.
 - The Department of Public Works appreciates the Town Council, the Town Manager, and the voters in their continuing support of the ROADS Programs.
- During the Approximate often regard
 - The great Town Manag money in th require full b
 - 17% of the
 - The Depa their continu

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NEXT STEPS

- DIRECTIONS FROM TOWN COUNCIL:
 - FUNDING AMOUNT
 - PROGRAM DURATION (YEARS)



DEPARTMENT OF PUBLIC WORKS

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